

**LAYTON
INTERCHANGE**
EIS

**PUBLIC OPEN HOUSE
MAY 24, 2006**



Purpose of This Meeting

- ◆ Initiate public involvement
- ◆ Inform public of project
 - Project background, goals and objectives, environmental process, key environmental and design issues, and schedule
- ◆ Begin to obtain public input
 - Identify relevant issues to be studied in detail
 - Identify non-relevant issues to be eliminated from detailed study

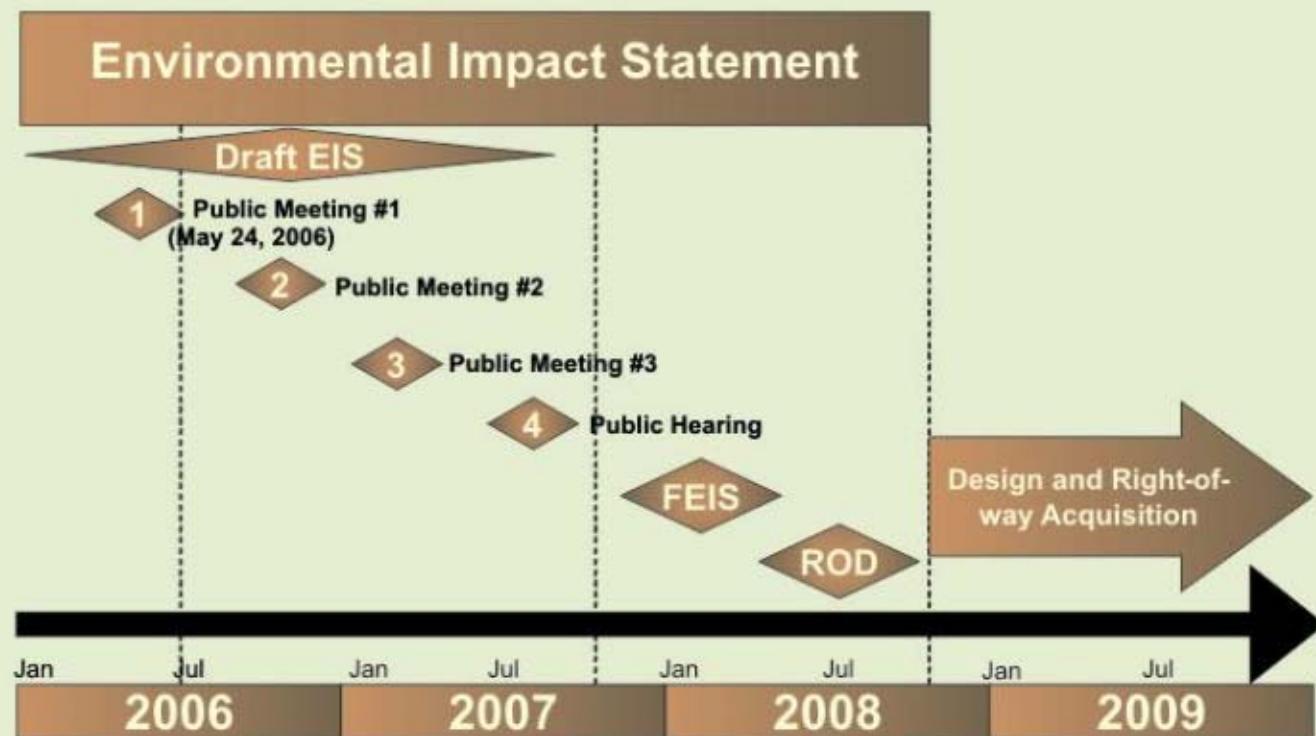


EA Results & What Happens Next

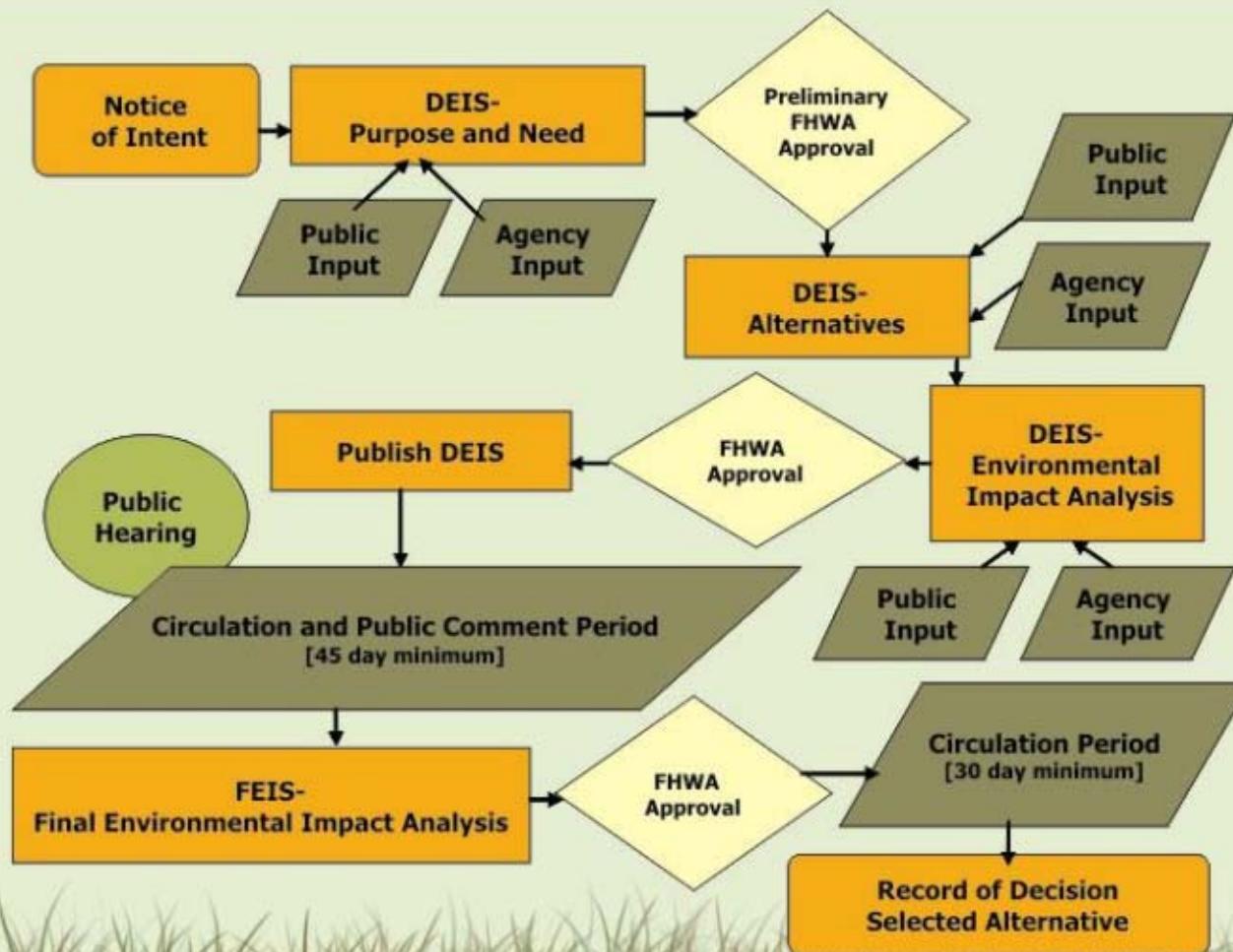
- ◆ An Environmental Assessment was completed in 2005 that identified additional concerns, requiring the project to be elevated to an Environmental Impact Statement
- ◆ The project has been identified in UDOT's Statewide Transportation Improvement Plan
- ◆ Partial funding for the project has been obtained
- ◆ Next, an Environmental Impact statement (EIS) must be prepared
- ◆ The EIS will:
 - Identify Purpose and Need
 - Develop and evaluate a wide range of alternatives
 - Establish existing environmental conditions
 - Estimate environmental consequences
 - Determine necessary mitigation
 - Recommend a Preferred Alternative



Layton Interchange EIS Schedule



Process Diagram



Development of Purpose and Need

- ◆ This section of the EIS must identify and describe the proposed action and the transportation problem(s) or other needs which it is intended to address (40 CFR 1502.13)
- ◆ May include components relating to System Linkage, Capacity, Transportation Demand, Social Demands, Economic Development, Modal Interrelationships, Safety, and Roadway deficiencies

40 CFR § 1502.13

Purpose and need.

The statement shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.

*We
Want*

Your input on Purpose and Need

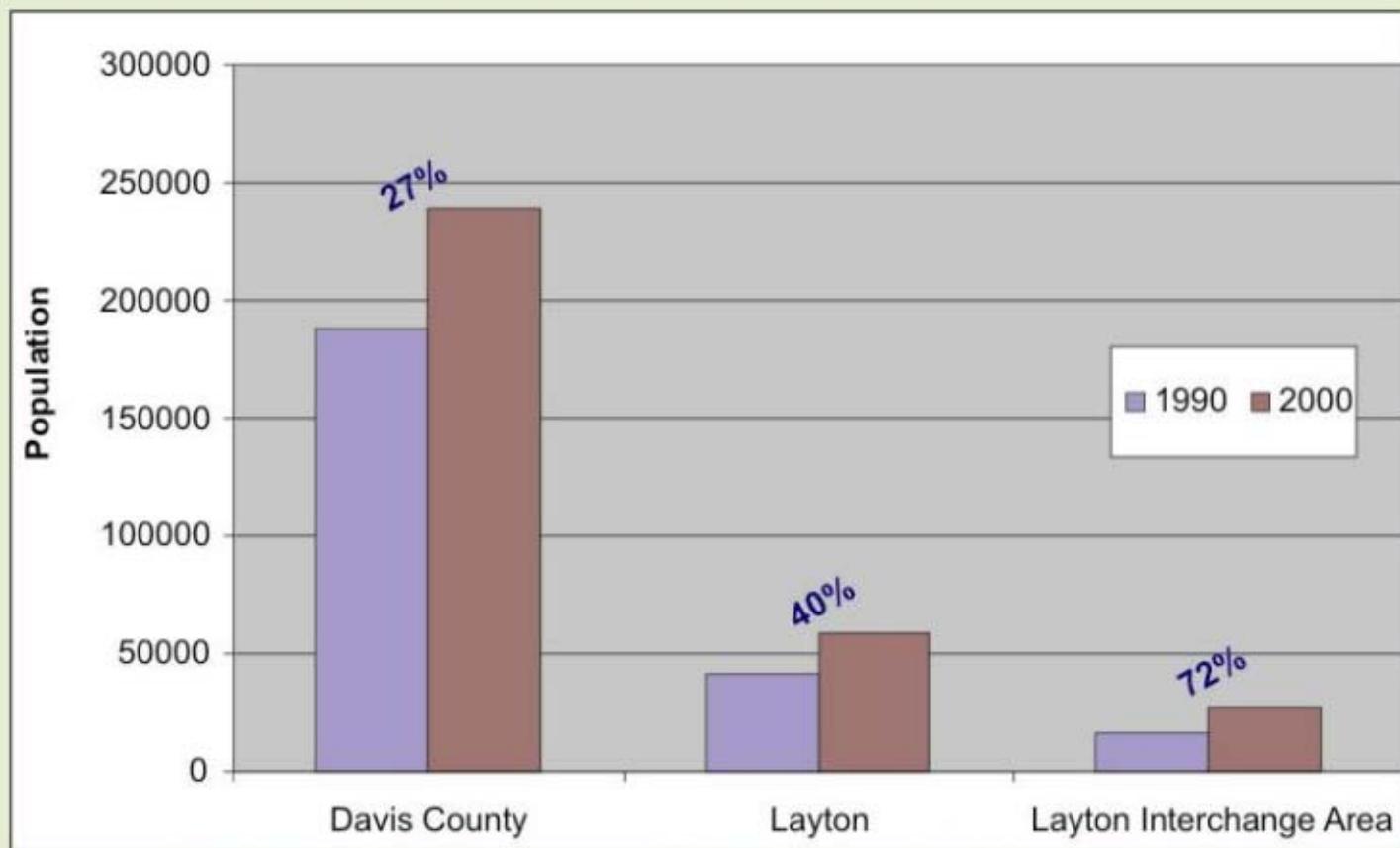
- ◆ The “**Purpose**” defines the transportation problem to be solved and outlines goals and objectives that should be included as part of a successful solution to the problem
- ◆ The “**Need**” provides data to support the problem statement (Purpose)



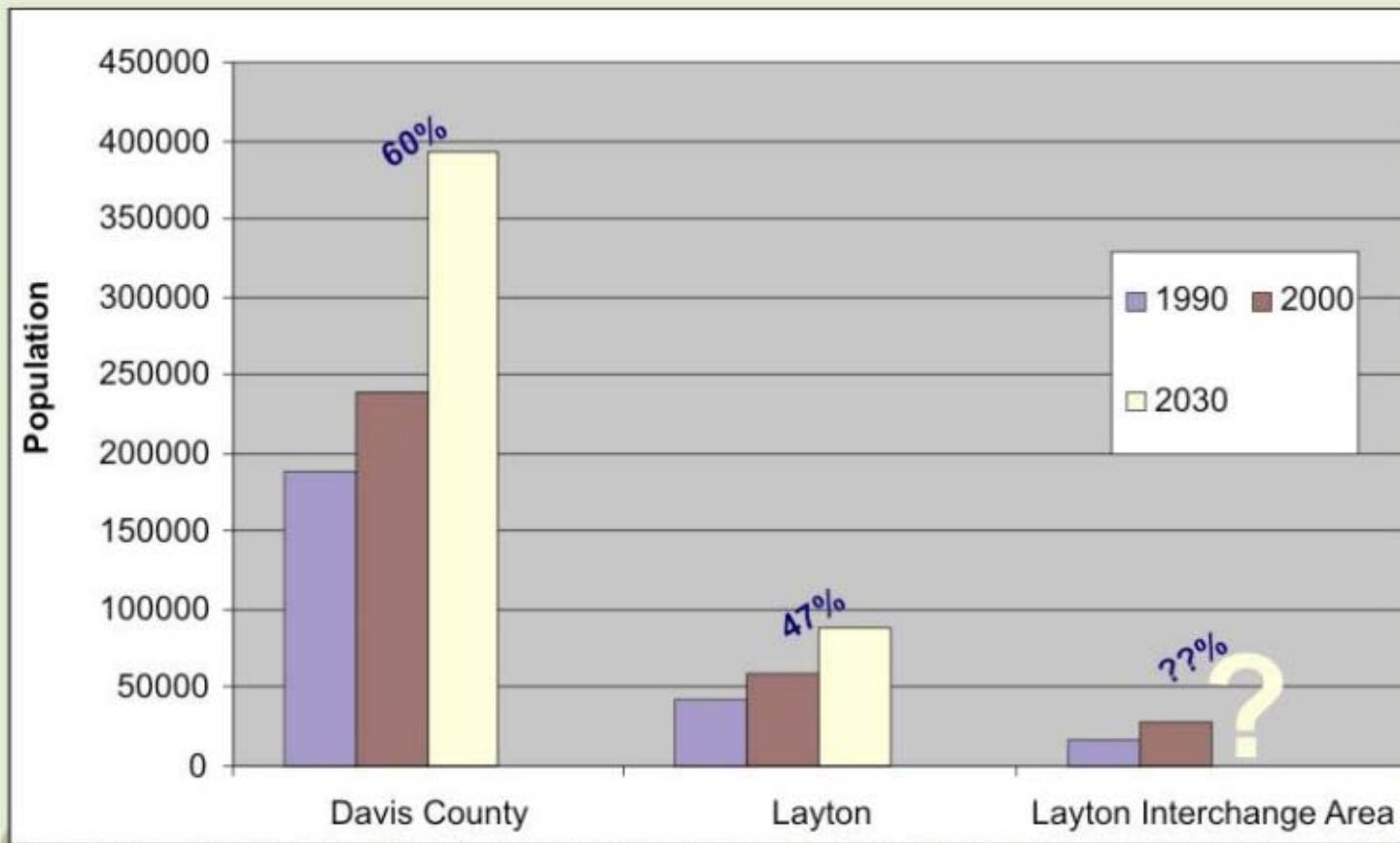
Resources to be Studied in the EIS

- ◆ Land Use
- ◆ Farmlands
- ◆ Social Conditions
- ◆ Environmental Justice
- ◆ Relocations
- ◆ Economic Conditions
- ◆ Pedestrians and Bicyclists
- ◆ Air Quality
- ◆ Noise
- ◆ Water Quality
- ◆ Wetlands
- ◆ Floodplains
- ◆ Wildlife
- ◆ Threatened and Endangered Species
- ◆ Cultural Resources
- ◆ Hazardous Waste Sites
- ◆ Visual Conditions
- ◆ Energy
- ◆ Invasive Species
- ◆ Construction Impacts

Population Growth

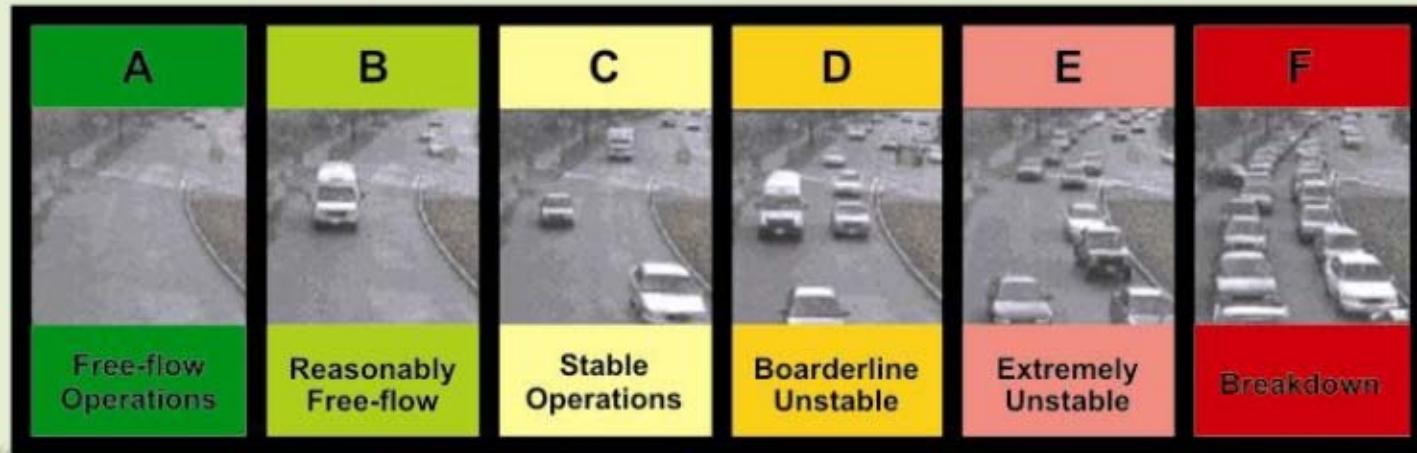


Projected Population Growth 2030



Level of Service (LOS)

Level of Service



2006 ROADWAY PEAK HOUR CAPACITY

LOS E

	Freeway	Arterial	Collector
2 Lanes	N/A	1,500	1,000
3 Lanes	N/A	1,600	1,000
4 Lanes	7,000	3,600	2,000
5 Lanes	N/A	3,900	2,100
6 Lanes	14,000	5,200	7,000

LOS D

	Freeway	Arterial	Collector
2 Lanes	N/A	1,500	1,000
3 Lanes	N/A	1,600	1,000
4 Lanes	7,000	2,800	2,200
5 Lanes	N/A	3,000	2,300
6 Lanes	11,000	4,000	7,000

LOS C

	Freeway	Arterial	Collector
2 Lanes	N/A	1,000	800
3 Lanes	N/A	1,100	900
4 Lanes	8,000	2,500	1,800
5 Lanes	N/A	2,600	2,100
6 Lanes	13,000	3,500	7,000

- LOS A, B & C
- LOS D
- LOS E
- LOS F

LOS C - Signalized Intersections Criteria

Level of Service	Average Control Delay (seconds)
A	< 15
B	> 10 - 20
C	> 20 - 35
D	> 30 - 55
E	> 55 - 80
F	> 80

LOS C - Unsigned Intersections Criteria

Level of Service	Average Control Delay (seconds)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

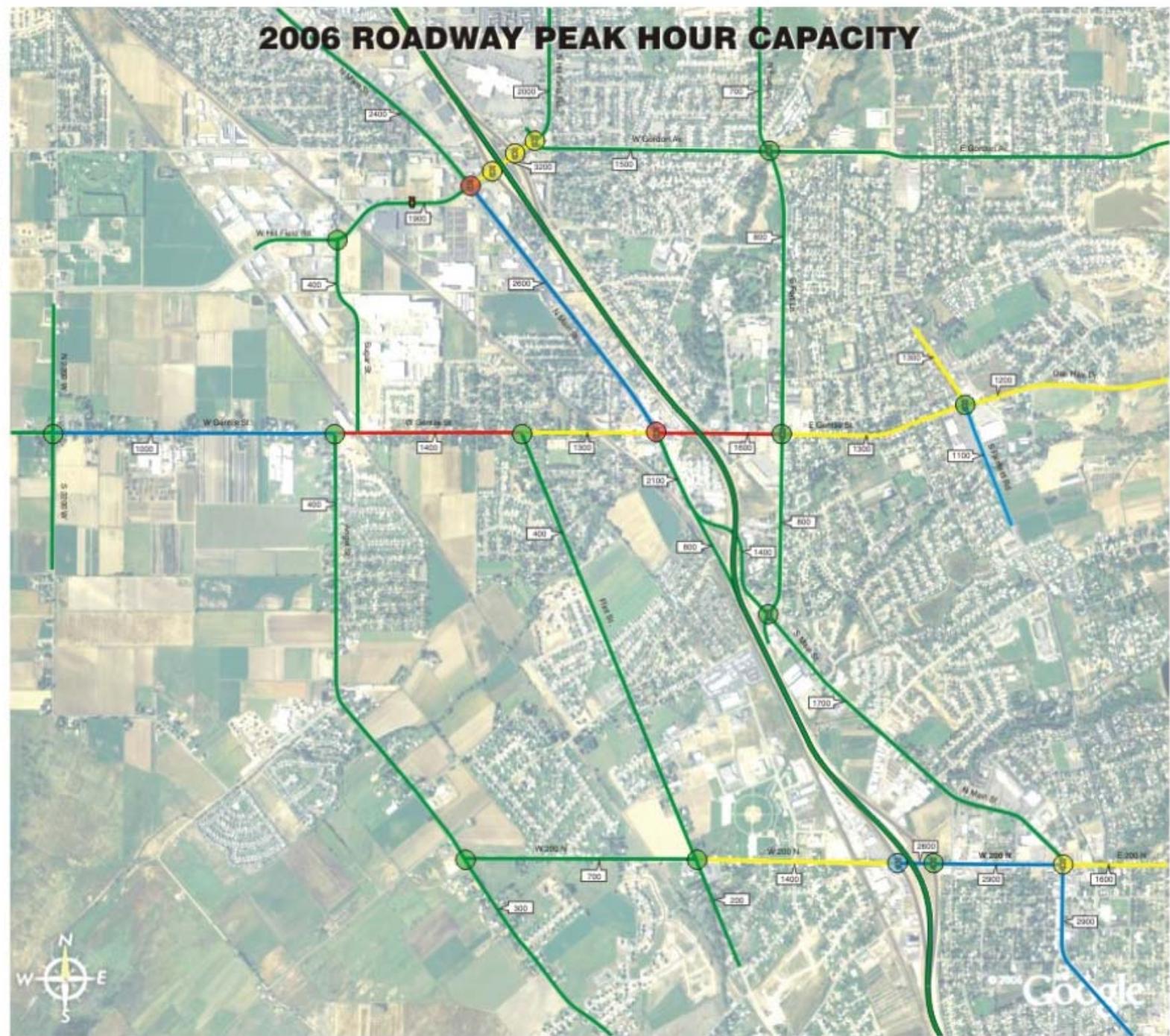
- LOS A, B & C
- LOS D
- LOS E
- LOS F

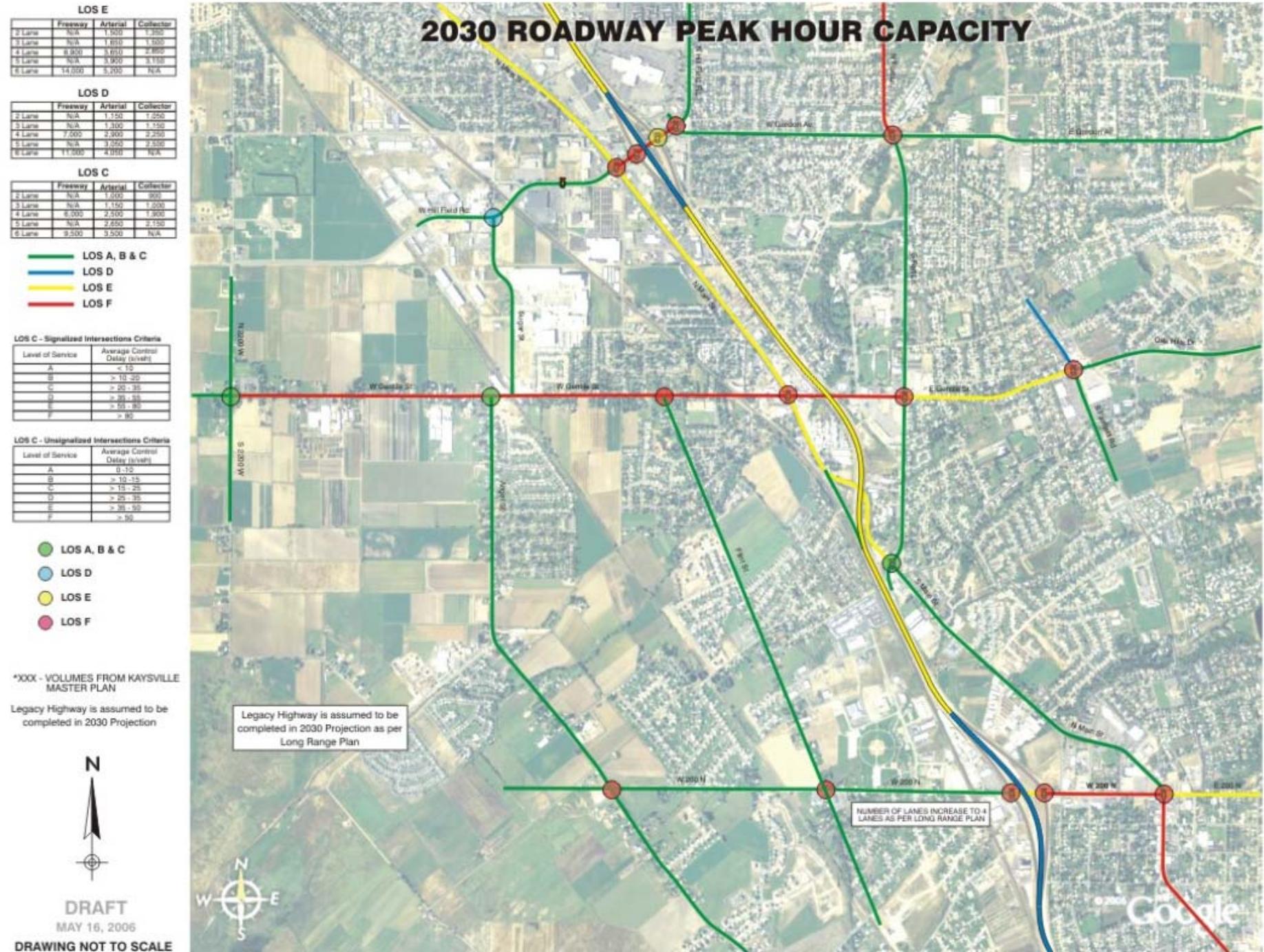


DRAFT

MAY 16, 2006

DRAWING NOT TO SCALE





2006 & 2030 PEAK HOUR TRAVEL TIME

2006 TRAVEL TIME

2030 TRAVEL TIME

EXISTING TRAFFIC SIGNALS



*Legacy Highway is assumed to be completed in 2030 Projection as per Long Range Plan

*Number of Lanes on 200 North increase to 4 as per Long Range Plan

DRAFT

MAY 16, 2006

DRAWING NOT TO SCALE



2006 TRAVEL TIME = 8 min 37 sec (EB), 6 min 46 sec (WB)

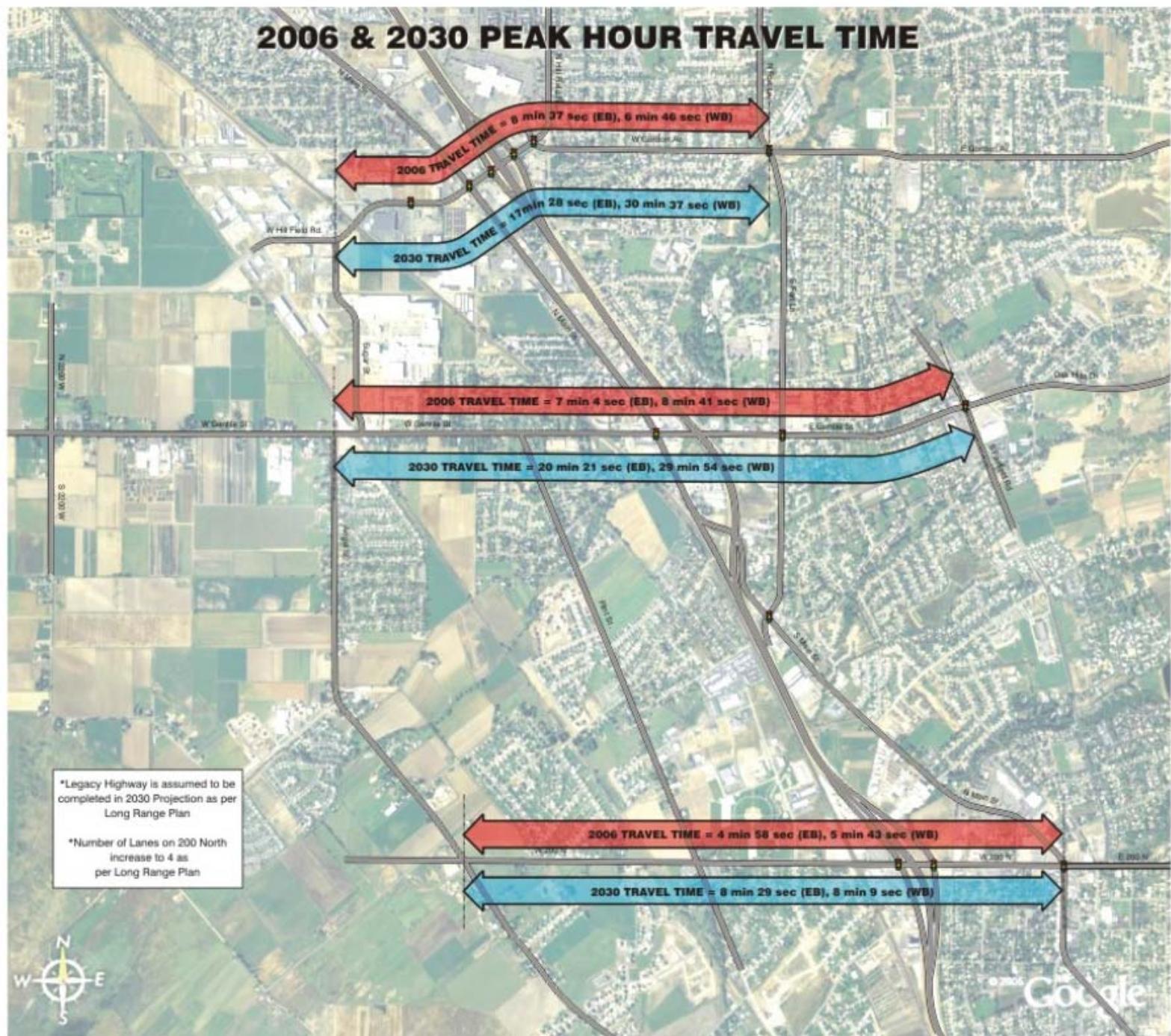
2030 TRAVEL TIME = 17 min 28 sec (EB), 30 min 37 sec (WB)

2006 TRAVEL TIME = 7 min 4 sec (EB), 8 min 41 sec (WB)

2030 TRAVEL TIME = 20 min 21 sec (EB), 29 min 54 sec (WB)

2006 TRAVEL TIME = 4 min 58 sec (EB), 5 min 43 sec (WB)

2030 TRAVEL TIME = 8 min 29 sec (EB), 8 min 9 sec (WB)





Layton Interchange Area 1946



Layton Interchange Area 1967



Layton Interchange Area 1975



Layton Interchange Area 1991



What Now?

- ◆ UDOT

- Continue Public Involvement
 - Develop alternatives

- ◆ Public

- Please fill out a comment sheet from tonight's meeting
 - Watch for additional newsletters and attend upcoming meetings (every four months or so)
 - Attend Public Meeting (late summer 2006)